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or hinder railroad-building may be fully understood. In this sense, Captain de Renty's work contains much geographical information based on the latest and most detailed investigations. One of the appendices gives a table containing the statistics of all the colonial railroads in Africa now in operation or building up to Jan. 1, 1905.

A Handbook of Cyprus. Compiled by Sir J. T. Hutchinson and Claude Delaval Cobham. xii and 126 pp., Frontispiece and 2 Maps. Edward Stanford, London, 1905. (Price, 2sh., 6d.)

The fourth issue of this little book, which is a painstaking compilation of the matters most useful to know about the island. It is not a guide book of stereotyped pattern, but is especially valuable to those who may visit Cyprus, as the needs and wishes of the tourist are kept constantly in view. The black-and-white map is on a large scale, and gives a good idea of the land-forms, shows the roads, distinguishes Christian from Mohammedan towns, and prints place-names very fully. The small geological map is based on the larger map by Mr. Bellamy, published last year.

Baedeker de la República Argentina. Por Alberto B. Martinez. Second Edition. XV and 383 pp. With Maps and Plans of the Republic, Cities, Railroads, numerous Photographs, and Index. Jacobo Peuser, Buenos Ayres, 1904.

The introduction gives a description of the country, climate, agriculture, mining and other interests; also the cost of reaching Argentina by the various steamer lines. An unusually complete account of the city of Buenos Aires, with many illustrations, fills 137 pp. The various provinces are then treated in turn. The small pictures from photographs show many phases of Argentine life and industry, and the maps are on a sufficiently large scale to give all railroad stations and points of interest.

Amerikanische Landwirtschaft. Eine Reisestudie von Siegfried Strakosch. 187 pp., 56 Illustrations and 1 Map. Wilhelm Frick, Vienna, 1905.

The author in 1904 travelled through nineteen States of the Union studying the causes of the enormous development of our agriculture, and endeavouring to learn how much of it is due to "unequalled natural factors" and how much to improvements in farm methods. It is unfortunate that on his first page the writer should allude to "three great mountain systems—the Sierra Cascade Range, Rocky Mountains, and Alleghanies:" a slight confusion in our geographical nomenclature that seems to be merely accidental, for the description of our agricultural industries which follows is, on the whole, very clearly and accurately written. Mr. Strakosch states the facts that, in most cases, are best worth knowing, about the prices of our farm lands, the homestead and pre-emption laws, the scarcity of farm help and high cost of labour, the principal crops, the farm buildings, machinery, and cultural methods. He then describes types of farms in different parts of the country, our breeds of cattle and herd book societies, fruit culture, agricultural education, experimental stations, and many other influences which affect the standing of our great farming interests. Several chapters are given to the leading crops, grain elevators, transportation, the export trade, and the conclusions reached. The author attributes to the vast employment of farm machi-